

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S
EVERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

[29]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

BIRTH.

At Royston, Herts. (by telegraph), the 23rd
June, the wife of CHAS. W. MAY, Hongkong
and Shanghai Bank, a daughter.HONGKONG OFFICE: 101, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 1st 1909.

If the Imperial Press Conference, concluded rather more than a week ago, has accomplished nothing more than the concentration of thought upon the difficult problem of imperial defence, it has justified its being. But it has done more. It has roused the Mother Country and the Colonies to a greater sense of their mutual obligations. It has thrilled the whole Empire with a patriotic fervour, perhaps felt just as keenly before, but what is of even greater value, it has helped to a better understanding between the people of the United Kingdom, and people of the Dominions over the seas. The Conference was no ordinary gathering of newspaper men met to discuss matters affecting their own interest. It was an assembly unique in the annals of Empire. The Conference was Imperial. Its considerations were questions of Empire, questions of policy, questions of developing trade, and kindred considerations. And its discussion and conclusions were perhaps of even greater weight than if its members had been representative politicians, because, without belittling the profession of the politician, it may be said that he has not the same opportunities for gauging public opinion and for forming it as the journalist. That so many of these men should be brought to the seat of Empire and enabled to revive associations which

naturally grow dim with the passing years, enabled to see the difficulties which harass the Home Government, enabled to understand what could only be obscure and inappreciable from the distance of their colonial homes, is without doubt an epoch in the history of empire, and the value of its results cannot be minimised. All these men, having their patriotism stirred, having arrived at a better understanding themselves and ready therefore to promote a better feeling between the Mother Country and the Colonies, and having realised the dangers which beset the Empire, will return to their homes with a new light, with a new gospel. In other words, they will be Missionaries of Empire. With so many voices breathing expressions of affection, with so many pens writing the same story of imperial and colonial obligations, and with so many orators preaching the same gospel of mutual goodwill, it follows that the Empire should enter on a new era, that, instead of the Mother Country regarding the Colonies as so many encumbrances, she will recognise in them so many supports, and become proud of their growing strength and maturity, and the Colonies, instead of regarding the Homeland as having no interests in them beyond the financial, will cultivate a better feeling which should result in greater happiness, not because of the agreeable sentimental relationships which have been established but because of the sound business associations which have been developed and which contribute in no little degree to the happy result attained. We do not exaggerate the power of the Press when we suggest these eminently satisfactory results. It has only to be stated to evoke acknowledgment that the Press exercises a great influence in such questions as commercial policy and organisation for defence. These are now the very kernel of Imperial politics, and the better those who form opinion on them understand them and each other, whether they be statesmen or journalists, or both, the more rapid and sure must be the advance towards that co-operation on which the future of the Empire depends. While we do not minimise but rather emphasise the power of the Press in this direction, we must admit that it has another function. Its *vocation d'être* is not the advocacy of policies, but the provision of authentic news. Hardly a week passes without some instance of the danger and difficulties to which the limitations of our present news services expose imperial statesmen, and in advocating and perhaps securing a cheaper service of cablegrams the Press of the Empire show that they appreciate the necessity for a greater knowledge and better understanding between the Mother Country and Dominion and Colony and Dependency. The opinion that all honest journalistic enterprise is vain which is not directed before all things to the provision of sound and accurate news, which we endorse, and if the starting point of a wider and sounder system of Imperial intelligence be traced to the Conference its place in history will be a proud one indeed.

An official telegram from Singapore states that Hongkong has been declared a plague infected port.

A gramophone, valued at \$80, was stolen from 2, Connaught Road Central between Monday night and Tuesday morning.

The Ipoh paper says it is rumoured that an income-tax will be introduced in the Straits Settlements to replace the lost revenue from opium.

A forest guard prosecuted at the Magistracy yesterday for two cattle dealers for allowing their cattle to roam in the plantation near Shatin. They were fined \$7 each.

Mr. W. S. Jackson, of the Yangtze Insurance Association, who has been seriously ill in Tientsin, has returned to Shanghai and is now well on the way to recovery.

Eighteen deportees from the Dutch East Indies, who arrived here a week ago, are still in the colony, as instructions have not been received as to where they are to be sent.

One of the partners of the Sun Wo carpenter shop in Hing Loong Street reports that between the 1st May and the 28th June the accountant collected \$50 due to the firm from different shops and absconded.

A Chinese woman, who travelled from Hoihow to Hongkong on the steamer *Carl Diederichsen*, informs the police here that on the way she was robbed of \$242, which represented all her savings at Hoihow for a number of years.

The crusade against cigarette smoking continues at Poochow. In an anti-opium procession there last week two loads of cigarettes were carried by coolies to be burnt with the collection of old opium pipes and opium-smoking paraphernalia.

At the Magistracy yesterday a Chinese woman from Shaukiwai was charged with attempting to bury the dead body of a newly-born child near the reservoir at Shaukiwai. The child was not her own. She was fined \$25 or one month's imprisonment.

The Siberian Mail of the 5th June was delivered in London on the 29th June.

From the *Poochow Echo* we take the following paragraph:—"The Poochow market is booming. Good Old Poochow. When the most depressing news comes from the London Market, and things look at their worst, the merry Chassee is always sanguine, and is now scrambling to buy Tarry Soudoungs irrespective of price."

A Tokyo telegram states that beans and beanseeds from Manchuria exported to Europe through Japanese merchants have already amounted to thirteen million yen in value. This fact is regarded here as significant, showing how the resources of Manchuria are being developed by the Japanese.

A curious report was made to the police yesterday by a little girl, residing at 23, Elgin Street, who stated that while she was sitting on the steps at the entrance to the Italian Convent with her brother, a boy came along and snatched from her brother's arm a bamboo bracelet mounted with gold valued at \$5.50 and a jade stone bangle valued \$1.50.

The programme of the third race meeting of the Hongkong Gynkhama Club, which takes place at the Happy Valley on Saturday is issued. There are as usual six events, and the entries are very satisfactory, giving promise of a meeting no less interesting than its predecessors have been. The tent-pegging competition will be, this time, not for teams but for individuals. There are fifteen entries for this event.

Comment has often been made of the facilities to thieves afforded by the water pipes in front of houses. Another instance was reported yesterday when a man was sentenced to six weeks' hard labour for stealing property valued at \$50 from 13, Gage Street. He gained an entrance by means of the down water pipe, but in descending he had the misfortune to fall to the ground and break his arm, so that he was an easy capture for the police.

The profit of the Shantung Railway Company amounted in 1908 to m.2,965,377, against m.2,903,480 in 1907. A dividend of 42 per cent., the same rate as for 1907, was declared. The result was unfavourably influenced by the decline of silver, in consequence of which the receipts of \$2,599,940 (1907, \$2,355,696) have only given m.4,645,099 (1907, m.5,036,043). The receipts of the four months of the current year amount to \$1,080,000, i.e., 23 per cent. higher than in the previous year.

CAPTURE OF PIRATES AT MACAO.

The Police Authorities of Macao (writes our correspondent) are entitled to a great deal of credit for the capture of a gang of pirates they have just effected. They had news that a junk from Hongkong was bringing a number of pirates to Macao, and they consequently kept a sharp look-out. Success attended their efforts. The men in question were put under arrest, and the police were able to elicit from them information as to the whereabouts of their comrades ashore. The gang was divided into two groups, one group occupying a house in Rua da Palma, and a larger number were living in Rua Formosa. The capture of the smaller of the two groups was easily effected, but the greatest difficulty was experienced in arresting the others. Every precaution was taken to prevent their escape, and even the Fire Brigade was called to the vicinity by the police in case the pirates, in despair, set fire to the house. Shots were exchanged between the pirates and the police, but the former were eventually overpowered and the result was the arrest of about a score, among them being a noted pirate chief. A few women and children were also in the house. The police also found a number of good revolvers and a quantity of ammunition.

INTERPORT TENNIS.

The tennis matches between Kobe and the Hongkong Garrison Team opened on June 22nd. The Interport Doubles were played at Kobe, in the presence of a fair concourse of spectators.

Messrs. C. J. Lucas and J. M. Mollison beat Captain Bensley and Lt. Byrne by 3 sets to 2, the scores being 6-2; 6-3; 2-6; 4-6; and 6-3.

Captain Garnett and Lieut. Bagnall defeated Messrs. Millward and H. V. Wilkinson by 3 sets to 2. Scores: 6-3; 6-3; 11-9; 7-5; and 6-4.

In the Mixed Doubles—Mrs. Bensley and Lieut. Byrne playing for Hongkong and Mrs. Feast and Mr. Mollison for Kobe—Kobe won each set, the scores being 8-6; 7-5; and 6-4.

The result of the play at Miram was: Captain Baird and Lieutenant Satterthwaite (Hongkong) beat Messrs. T. D. Wright and J. E. Crane (Kobe), the scores being 6-3; 6-2; 6-0. Capt. Brierley and Lieut. Whyte (Hongkong) beat Messrs. Crane and Stephens (Kobe), the scores being 7-5; 10-8; 2-6; 4-6; and 6-4.

UNHAPPY MARRIAGE CURE.

Proceeding in the theory that bad household management is the cause of most divorces, a thousand American reformers have embarked on a new crusade of moral reform by cooking. Under the title of "The American Home Economics Association," which has just received from the Supreme Court its articles of incorporation, they have banded together for the purpose of inducing all schools, colleges and universities to include in their curriculum instruction in the domestic art and sciences. What to eat and how to buy food and prepare it in the most economical manner, will be the main subjects of new classes to be formed. "We believe," says Mrs. Richards, president of the association, "that if all public schools, of reasonable size, as well as universities and colleges, could be equipped with departments of domestic art and science, living conditions would improve materially, and that less household material would go to waste, the health of individuals would be better, the actual cost of living would decrease, and folk would be much happier."

TELEGRAMS.

[Protected by the Telegraphic Messages
Copyright Ordinances 1894.][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

TURKEY AND CRETE.

LONDON, June 30th.

The Porte has instructed its Ambassadors to inform the Powers that it has never ceased to protest against the concessions made to the Cretans under the existing arrangement, and to warn the Powers that it is unable to accept any proposals recognising Greece as having even an indirect interest in Cretan affairs.

THE U.S. SENATE AND THE
TEA DUTY.

LONDON, June 30th.

The Washington Senate has rejected the Tariff amendment to impose a duty of ten cents per pound on tea for the benefit of South Carolina tea growers.

THE BRITISH ARMY.

A GREAT IMPROVEMENT.

LONDON, June 30th.

An Army Memorandum by General French reports the field army as being in a high state of efficiency, well prepared to take the field at the shortest notice. It consists now of 10,157 Officers and 265,515 men liable for foreign service as compared with 7,463 officers and 185,523 men in December 1905.

CASTOR SILK.

The latest number of the "Agricultural Journal of India" contains an article, illustrated by numerous plates and photographs, on Eri or castor silk, the Assam silk of commerce. Mr. H. Maxwell-Lefroy points out the numerous advantages and peculiarities of this silk, and expresses the view that there is room for a very large extension of the Assam silk industry. Since the worms require only castor leaves for food it would appear that this class of silk can be grown, spun, and woven in a very large part of India, in fact almost wherever the castor plant is grown. The insect is completely domesticated in the sense that it will not run wild and become a pest, the whole life is passed in captivity, and the moth does not attempt to leave the rearing shed. The silk cocoons can be utilised just as cotton is, but yield a far more durable cloth; dyeing can be done with ease, either in the cocoons, the thread, or the cloth, and the silk takes a fast color with the indigo. It is much more easily than cotton does. The rearing of the silk-worms is easy, and the production of thread and cloth offer no difficulties to persons accustomed to spinning and weaving cotton. At present seed is obtainable only from Assam and the Pusa Institute, and Mr. Maxwell-Lefroy strongly advises that seed should be obtained from Pusa, where a large supply is usually available. A limited number of men trained to the work are available for starting the industry in new places, and anyone wishing to learn it can be taught at Pusa in a short time. The industry is being taken up in various parts of India, and wherever there is a demand for light remunerative work, such as can be done by women and children, if castor is available there seems no reason why the rearing, spinning and weaving of this silk should not be a success.

AN AERIAL FERRY.

FOR WAGGONS AND 350 PASSENGERS.

Perhaps the most remarkable bridge in the world is the aerial ferry which extends across an artificial canal separating Minnesota Point from the city of Duluth. In order to provide a short cut to her harbour, Duluth dug a canal across the point, thereby turning its extremity into an island, much to the chagrin of sundry residents thereon. To help them the city for a while carried them to and fro in rowboats, then by a steam ferry as their numbers increased. The steamboat was slow and expensive, says "St. Nicholas," and everybody soon wanted something better. Then Duluth built an aerial ferry bridge 135ft. high in the clear, so as not to interfere with the tallest masts, and from the bridge suspended a car 50ft. long by 34ft. wide, in which passengers travel across the canal rapidly and in comfort. The floor of the car is 5ft. above the ground and only a little more than that above the water. The car itself is fastened to metal rods or hangers, which in turn are attached to wheels that roll on a track on the overhead bridge 135 or more feet in the air. The car is moved by electricity, and makes the passage across the canal in a little more than one minute. It will carry at one time 125,000lb., which is said to be equal to a fully-loaded double-deck street car, two loaded wagons with their teams, and 350 passengers. It makes 12 trips an hour between five in the morning and midnight, and two an hour after midnight.

THE HONOLULU DOCK.

The contract for the construction of the naval dock at Pearl Harbour, Honolulu, has been awarded to the San Francisco Bridge Company, whose bid was \$1,760,000. The bid of Leach of Boston, whose figure was the lowest, was rejected on account of the guarantee clause being defective. The San Francisco Bridge Company is a large Coast concern of which John McMillan is the head.

LATEST STEAMER MOVEMENTS.

The str. *Borneo* left Sandakan on the 27th ultimo p.m., and may be expected here on or about the 4th instant a.m.

SUPREME COURT.

Wednesday, June 30th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

A COMPRADORE'S LIABILITIES.

The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compradores, Chan Ut Chin, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. H. J. Gedge and A. Jackson (of Messrs. Johnson, Stokes and Master), appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Evans and Harston), represented the defendants.

Sir Henry Berkeley stated that at the conclusion of Mr. MacNeil's address to their Lordships he submitted that no effect could be given to the documents—meaning thereby the documents and the mortgage—unless the compradore was held liable to pay the losses sustained on Chinese contracts. His friend could only support that proposition by insisting that there might be or should be read into the mortgage, by means of the proviso for redemption, a personal contract to pay these losses. And his learned junior suggested that the effect of the judgment in the Court below was to render the documents what he described as meaningless; meaning thereby, Counsel supposed, that the documents had no meaning unless they were held to impose liability on the compradore to pay the losses on Chinese contracts. Both the learned Counsel altogether overlooked the only construction to be placed on the documents by the usual interpretation to be put on the language in which those documents have been drawn. The effect sought to be placed on the documents by Counsel for the other side could only be given by straining the meaning to breaking point, and by implying something there was no warrant for implying. The effect that his learned friends contended for was altogether unnatural. The agreements were clear and unambiguous. A particular security was taken for the performance of a particular agreement, and that particular security consisted of the matters specified in the documents themselves. They consisted of, first, a cash deposit of \$25,000; and secondly, an assignment of specified landed property. It was contended by his friends, that if they were driven from the position they endeavoured to take up, that this proviso for redemption might be regarded as a personal covenant to pay; that at all events the contractor was liable under some simple contract liability which the documents were supposed to impose upon him. Where an agreement was expressed, nothing was to be implied. They had a clear, unambiguous, explicit agreement between the parties, and a clear and explicit security given for the performance of that agreement. It would be doing violence to the maxim he had cited to the Court, and to the language of the documents themselves, for the Court to imply any simple contract liability outside the words of the contracts themselves. It was not competent for the Court to adopt any such line as that suggested by his learned friends, but it was necessary no doubt for his friends to take up that line as a last trench.

Mr. Slade, after the tiffin adjournment, dealt with the law concerning mortgages. He said it was not a necessary part of a mortgage that there should be any covenant for payment of the money secured by the mortgage. There might be cases where a mortgage was made to secure the payment of money, and yet no liability, express or implied, on anyone. That was what he said in this case; there was a mortgage to secure certain payments, yet there was no liability, express or implied, on anyone to make those payments. The security for these payments was the land, and nothing but the land. His friend's suggestion was that there must be an obligation on every person who pledged his property.

Mr. MacNeil—Not necessarily by covenant. Mr. Slade—I quite understand that. It must be either a simple contract obligation or under bond or covenant, or else it is not a mortgage. A man can perfectly well enter into a mortgage affecting his property without being under personal liability of any kind, sort or description. Proceeding, Mr. Slade said his learned friend in the earlier portion of his opening, instanced the case of a surety as being one on which there was no necessary implication of a personal liability. In the case of a surety for money lent; for instance, money is lent to a person, and another guarantees the repayment by that person, by a mortgage of his property. Unless there was a personal covenant there was no personal liability on the surety at all. The personal liability to pay the money by reason of the original debt, was in the original debtor whom the surety secured by the mortgage of his property. The right of a mortgagee was first of all to require a reconveyance if he performed the conditions contained in the proviso for redemption. If he did that, then under the very terms of the deed the mortgagee was bound to reconvey, and could be compelled to. The next important right of the mortgagee was to obtain redemption of the property at any time before the mortgagee had lawfully parted with it. Right of redemption was an incident attached to a mortgage in whatever form by equity. The rights of a mortgagee were, firstly, if it was a true mortgage, that he could obtain the property himself, for himself, by means of foreclosure. It is right as at law, of course, to have the property on the mortgagee, but equity did not allow him to get rid of the right of redemption except by what was called the action for foreclosure. The Court of Equity appointed a specific day some months hence, by which date the mortgagee must redeem, or be forever debarred of his

right to redeem. On the passing of that day the Equity Court would refuse to further interfere, and would allow the mortgagee undisturbed possession under his legal title. The next right of a mortgagee was one which was rarely accorded to him unless it was provided for in the deed, it was a power of sale. The next right a mortgagee had was to sue on any covenant or contract, either contained in the deed or outside the deed. Another right which the mortgagee had was to go into possession. That was strictly a Common Law right, because the property was being conveyed to him upon a condition which had been broken. His learned friend Mr. MacNeil stated that if a man accepted a post under a deed, and the post had obligations attached to it which were specified in the deed, then there was an implied covenant to perform those obligations. That was extremely specious, and sounded extremely right, but unfortunately the authorities were dead against it. The hearing was adjourned.

RETIREMENT OF A POPULAR
OFFICIAL.

PRESENTATIONS TO MR. A. SETH.

A number of solicitors gathered in the Registrar's Office at the Supreme Court yesterday morning with the object of making a presentation to Mr. Arathoon Seth, Registrar of the Court, on the eve of his retirement. There were present—Messrs. M. J. D. Stephens, J. Hastings, F. P. Holt, R. A. Harding, J. H. Gardiner, R. D. Atkinson, F. X. d'Almeida e Castro, Crowther Smith, F. W. Goldring, Otto Kong Sing, H. L. Denys, Jr., and S. W. Tao.

Mr. Stephens, in making the presentation, said that the body of solicitors practising in this Colony felt that they could not let this occasion pass without expressing to Mr. Seth their great regret at his vacating the office of Registrar, Trustee and Official Administrator of the Court. Mr. Seth having acted so long and so carefully, they could not forget his readiness to assist them at all times, nor could they forget his invariable kindness to them. The speaker could not recall an occasion when there had been an unkind word from Mr. Seth during his term of office, and he was sure that not only the solicitors but the whole of the community would endorse his remarks as to Mr. Seth being both kind and courteous. The speaker expressed the wish that Mr. Seth would return to the Colony after a pleasant holiday benefited in health, and assured him of a hearty welcome home from his old friends. The solicitors of the Colony took this opportunity to ask Mr. Seth to accept a few little souvenirs. First, there was a silver plate on which would be engraved "Presented to Mr. Seth by the solicitors of the Colony on his retirement from office." Other presents were a silver cigar case and a pair of binoculars. With the latter he could, as he left on his holiday, take a view of the Colony in which he had spent so many of his days. The speaker concluded by reiterating the wishes of the members of the junior bar that Mr. Seth would be favoured with a pleasant voyage and a safe return.

Mr. Seth, in accepting the presents, said he felt it was very kind of the solicitors to think of his retirement from the service. Whatever assistance he had rendered to the solicitors of the Colony he had only given from a sense of duty as Registrar. He believed it was the practice everywhere for the Registrar to work in accord with the solicitors, and he had endeavoured to do this to the best of his ability. He felt quite proud to think that on his retirement he had been made the recipient of such lovely presents from members of the profession. The gifts would be preserved as heirlooms, because it was not every day that a man got presents from a community of solicitors. When a man received presents from those with whom he had been in touch so long, such gifts would always be highly valued. As these presents knew, he was someone who could make a long and affecting speech, but they could quite understand his feelings. He concluded by thanking all present very heartily for their kind thoughts of him, and stated that he hoped soon to return to the Colony to renew old friendships.

A FAREWELL TOAST.

Representatives of practically every Government department assembled in the small Supreme Court on Tuesday to bid an revoir to the departing Registrar. Among those in attendance were Sir Henry S. Berkeley, K.C., His Honour Mr. Justice Gompertz, Messrs. J. H. Kemp, C. J. Melbourne, F. J. Badoley, E. D. C. Wolfe, T. H. King, G. N. Orlie, A. G. M. Fletcher, P. P. J. Wodehouse, G. H. Wakeman, J. R. Wood G. A. Woodcock, A. Gibson, A. Chapman and E. A. Irvine.

Sir Henry Berkeley proposed the toast in eulogistic terms to the ability and good qualities of Mr. Seth, whom he described as his oldest friend in the Colony. Mr. Seth had been an energetic and loyal worker in the Government service since 1878, and that his services were highly appreciated was evidenced by the fact that His Majesty the King had been pleased to confer upon him the Imperial Service Order. He was sure all united in wishing him a pleasant holiday, and long enjoyment of the rest he had so well earned.

The toast was duly honoured, and Mr. Seth suitably responded.

THE TRANS-BAIKAL RAILWAY.

TRACK TO BE DOUBLED IN 1910.

The Ministry of War at St. Petersburg has been conferring for some time with the Ministry of Ways and Communications with regard to laying down a second line of rails along the Trans-Baikal railway. The result of the conference is now announced. It is to the effect that the railway track in question shall be doubled for strategic reasons, but that the work shall not be begun before 1910.

BAGUIO.

THE SUMMER CAPITAL OF THE PHILIPPINES.

A little boy at Sunday School was once asked to give the modern interpretation of the old Biblical saying, "Go to," and he very aptly answered "Come off." In a like manner, the modern interpretation of the old saying, "See Naples and die," should be at least to foreigners living in the East, "Go to Baguio and live."

Baguio is situated in the Benguet Province of Luzon, about 100 miles almost due north from Manila, and has an altitude of about 7,000 feet. It owes its existence in a very large measure to Mr. Dean C. Worcester, a member of the Philippine Commission, who discovered the very large plateau upon which Baguio is now built, whilst following up the old Igoroto trails through the mountains of Benguet.

Its value as a site for the Capital Government in the summer was readily recognised by the Government, of which Mr. Taft at that time was the head, and he sanctioned the building of the celebrated Baguio Road, a road starting from the plains and running right up the canon of the Baguio River up to the top of the mountain, a piece of engineering equal almost to any in the world.

The temperature of Baguio rarely goes above 70 Fahrenheit even in the middle of the hottest day, and in the winter it frequently reaches freezing point. It seems almost absurd to think that in 10 hours from hot and steaming Manila (and Manila is hot between February and June) one can get to a climate where heavy clothes are necessary, and where one can sit round a pine fire in the evening, and if necessary almost drink hot toddy.

Whilst the Commission is sitting at Baguio, a special train leaves Manila every morning at 10 o'clock. But the usual way is to leave Manila by the 6.25 train in the morning. This train, although very slow (it seems to stop at every house on the railway), is very comfortable and takes the passenger to "San Fancisco," a small junction about ten miles beyond Dagupan, the port of the Lingayen Gulf, where a change is made into a sort of light railway train to Camp One. Camp One is a very small place at the foot of the Benguet Hills and is the commencement of the famous Benguet Road, and owes its name to the fact that the first camp for the building of the road was there.

Large steam Stanley motor cars await the train here at the terminal station, and a start up to Baguio is made as soon as possible after the arrival of the train. It is impossible in writing to express the great glowing beauties of this climb up the hills. Skirting along the edges of the cliffs with the overhanging hills on the one side and the Baguio River on the other, with picturesque waterfalls every few minutes, with the road winding in and out, here on the edge of a precipice, there going round the nose curves of the celebrated Zigzag, here steaming over a suspension bridge with a sheer drop beneath of hundreds of feet, there going cautiously by a small hand slide, and all the time the beautiful vegetation of the semi-tropical region makes a sight which must impress the average man with the grandeur—the unspeakable grandeur—of the entire place, and makes one feel that one has not travelled in vain to reach here. At one part of the route—the Zigzag—one sees five different parts of the same road below winding in and out round the hills, and is possibly amongst the grandest sights in the world.

The distance from Camp One to the Garage at Baguio is 20 miles, and is covered by the very powerful steam motor cars in two hours. The change from the tropical vegetation of the plains at Camp One to the large pine trees of the temperate zone of Baguio is indeed striking, as also is the fall in the temperature as one ascends to the higher altitudes of the Summer Capital.

At Baguio there is a large and well appointed hotel called "The Hotel Pines," a Country Club, with several cottages attached thereto, and many private houses either built or building for various people residing in Manila. Notable amongst these is the house of the present Acting Governor-General, Mr. Cameron Forbes, a house designated by the very apt name of Topsiside, and built of stone quarried from the surrounding hill, and situated on the top of nearly the highest hill there.

Camp John Hay, where a company of American soldiers are stationed, is also very prettily situated on another hill, so that to the intending visitor from Manila or China, there is always plenty of society, especially when the Commission is sitting.

Baguio is also the centre of the much-talked-of gold mines of the Benguet Province; and a trip on horseback to the Benguet Consolidated Mine, or the Bun Mine, where the stamps are merrily beating the gold out of the auriferous quartz which abounds there, would well repay one for the fatigue of the journey. Old miners who have been prospecting for gold through these hills are very enthusiastic about their possibilities, and it is already in these early days said that Luzon will in a few years be amongst the richest of the gold-producing countries of the world.

The difficulties of transportation at present are very great. But as these are gradually overcome, the value of Baguio as a delightful place to visit and as a health resort for the jaded inhabitant of the plains, and as a place to spend a few weeks' holiday from China, will inevitably be recognised. It will take its place as a second Simla, and will soon equal if not excel the beauties of Miyazoshima or Nikko.

There are a few very good sports held locally which are worthy of record. One of the first of the American ladies to reside in Baguio was Mrs. Smith. Instructing the natives of the place in speaking English, it is stated that she informed

them that the correct way to approach her in the morning, according to our ideas, was to say "Good morning, Mrs. Smith." This had the curious effect of causing all the natives whenever they saw a white person, man or woman, to address them all with the expression "Good morning, Mrs. Smith." An old man, apparently about 100 years of age, was seen by a foreigner who resided there sitting near at hand, and he asked him why his son was crying, and the answer was, "He has been very insolent to his grandfather, who is getting somewhat old, and I have had to chastise him for it."

What an ideal place this must be, for people who desire to live over the allotted span of three score years and ten!

SHANGHAI TRADE.

Moers, Noel, Murray and Co.'s report on the Shanghai Piece Goods Trade says:

Another wet week has passed but not quite so bad as the two previous ones. It is, however, becoming rather too much of a good thing and must soon have a deleterious effect on the crops if it continues much longer. That, and the Settling Day, both a Customs and Bank Holiday, have combined to make the week a quiet one, and not further the better feeling that was beginning to show itself when we penned our last. The most cheering news comes from Newchwang, however, which should soon show itself in the better business for that dependency. It is that the native Banks have agreed to revert to the old system in regard to their bills of exchange, in fact before the failure of a large Native Banking and Shipping House that so shook the credit of traders in the North. This is looked upon very favourably and has already had a stimulating effect on this market and is expected to eliminate in some free buying in the near future. It will certainly be a great relief when it comes, for holders are getting heartily sick of the inadequate prices that have prevailed for so long. There was evidently a set purpose amongst the Northern men to freeze out this market, but their object seems doomed to failure, thanks to the recently received strength that has been imported to the producing centres by the upward trend of Cotton. A partial cessation of the shipment of fresh supplies would be of great benefit to this market, for it cannot have a ghost of a chance while these old stocks remain here, no matter in whose hands they are. It is reported also, that Tientsin has taken a small hand in the buying, which seems to be mainly in American markets and from Native hand stocks for the most part. From Hankow advice is fairly encouraging, though we learn that recently some direct buying has been indulged in there, in White Shirts more especially. This should put the would-be suppliers here on guard not to rely too implicitly upon that market as an outlet. Ningpo is still taking fair quantities of heavy Shirts, but news of severe floods and great damage to the crops comes from Shaoxing and that neighbourhood.

The Manchester market, in spite of the lack of orders, is very strong in sympathy with Cotton. This morning the spot quotation for Mid-American coms 6.11d. in Liverpool, while "Futures" are steadily rising also. There is no definite information as to the cause for this advance so far, but must be connected with the Crop prospects, as quotations are rapidly advancing in New York, a telegram this morning quoting 11.25 cents for October option. Egyptian Cotton has advanced in Liverpool to 8.11d. for "spot." The Export of Plain Cottons from Manchester for the first half of this month amounted to nineteen million yards. Manchester quotes 33d. for 2 fold Grey Yarn, which is the equivalent of 14s. 1500 per bale, against the present market price of 14s. 1350. The Yarn market has been more active, but it does not seem to be the consequence of an improved consumptive demand so much as the desire of a native speculator to corner Indian Spinnings, which are in a fairly favourable position in spite of the increased stocks. Prices in Bombay are away above those ruling here, and there is no inducement to the Native to indulge for supplies. Japanese Spinnings are more active and considerable attention is still being paid to the Local article. Native Cotton is quiet, but steady. There seems to be no particular anxiety regarding the new crop at the moment, but a continuance of the rain may make all the difference.

JAPAN'S ARMAMENTS.

PROPOSED REDUCTION OF EXPENDITURE.

St. Petersburg, June 2. It is only natural that Russia should follow very closely Japan's outlay on its military strength by land and by sea. A telegram from Tokyo says that the local journals are demanding the reduction of the enormous expenditure, which is such a heavy burden on the people, and it is suggested that the amount of the war budget shall be restored to the amount which it was in 1899, and this could be done by reducing the number of divisions to the number existing in 1899.

How great has been the increase of military expenditure in Japan is seen in the fact that between 1899 and 1907 the war budget has been more than doubled; to-day it represents one-seventh part of the national receipts and one-quarter of the total product of the direct taxes. By reducing the army by six divisions there would be a saving of about £3,000,000 a year, and that would be equal to the amount raised every year by the duty levied on salt, transports, and patents.

It is not thought here than Japan will follow the suggestions thus made by the Press of Tokyo.

DUAL CONTROL OF PERSIA.

REMARKABLE TREATY SAID TO HAVE BEEN ARRANGED.

The *Vossische Zeitung* states that the following treaty has been concluded by Great Britain and Russia on the one side and Persia on the other:

1. The Shah restores the Constitution without any alterations, and proclaims a general amnesty.
 2. All the financial affairs of Persia are placed under the control of Great Britain and Russia.
 3. All Ministerial nominations are subject to the approval of Great Britain and Russia.
 4. New concessions may be granted without the knowledge of Great Britain and Russia.
 5. Persia may contract no loan without the consent of Great Britain and Russia.
 6. Great Britain and Russia undertake to protect the Shah against all violent acts on the part of the people.
 7. Great Britain and Russia guarantee the life, property, and throne of the Shah.
 8. Great Britain and Russia guarantee a large loan to Persia.
- The *Vossische Zeitung*, after setting forth the contents of the agreement, remarks that if this treaty has really been concluded then Persia's independence is destroyed.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

May 21st, 1909.

THE FAILURE OF THE POSTAL STRIKE.

That the second postal strike would turn out a fiasco was a foregone conclusion; not only was enthusiasm conspicuous by its absence on the present occasion, but the Government was too wide awake and too well prepared for emergencies. The dispute has none the less caused wild and disgraceful scenes in the Chamber of Deputies, which is nothing new. Judging how the latest postal strike was inaugurated—with a mass meeting and a flourish of trumpets—the strikers are at a loss to understand how they failed in their latest attempt to bring the Government to its knees and create chaos everywhere. The fact is that the men were deceived by their leaders at the mass meeting held at the Hippodrome; while the majority of the employees thought it wiser to remain at work than to go on strike—so the *grève* fizzled out almost immediately it started. The women showed an excellent example by having very little to do with the present strike. The French Government had no difficulty in dealing with the disturbance this time; those foolish enough to go on strike were at once replaced by others, by soldiers in many cases. Three hundred strikers were promptly dismissed from the service at the outset; this prompt action proved most salutary, and had a great deal to do with bringing about the complete failure of the second postal strike. The strikers—in spite of the support of railway men, electricians and others—will not again, it is believed, be in a hurry to make fools of themselves. No strike unless based upon unity can expect to prove successful; in France this essential factor—unity—is always sadly lacking at such times.

The unexpected failure—so far as the strikers are concerned—of the second postal strike coming so soon after "Labour Day" (the first of May), has not a little disheartened thousands who hitherto strongly believed that the best and only way of enlisting public support and of getting their grievances redressed was to go on strike. It does not pay to play at Revolution in France to-day; for instance, for close upon a week Paris looked like a besieged city, soldiers and police were everywhere. So elaborate were the precautions taken by the Government this time that no fewer than 100 detectives, 8,000 policemen and municipal guards, and 25,000 soldiers had been mobilised, to say nothing of heavily armed reserves. This was quite sufficient to cause one to pause and reflect before jeopardising one's life, as well as increasing the number of widows and orphans. So dull was the latest postal strike that soldiers were glad to play cards and amuse themselves in other ways in the streets by way of killing time. The Government will continue to show a strong hand, and as a proof that the authorities are by no means reassured as to the prospect before them, they have not the slightest intention of lessening either the military or police precautions which have been taken. While this display of force is visible to one and all, there will be no trouble; the strikers are only waiting for a more favourable opportunity, which the Government will not afford. Signs are not wanting that Parisians are intensely irritated and annoyed at these periodical labour disturbances. To continue disorganising business in this way is most lamentable for one and all. Not only are thousands of pounds lost, but France runs grave risks of being boycotted altogether by tourists. The moment the railway men go out on strike, motor cars of every description will at once come into play and help the soldiers who will be called upon to run the trains.

THE SKULL OF DESCARTES.

A diligent search is being made for the skull of René Descartes, the founder of Cartesianism. By right it ought to be in the Church of Saint-Germain-des-Près, where the philosopher was buried in 1650, but a medical journal asserts that it is not. We know what havoc the Revolution of 1789 played with French tombs. The fact that the skull of the great French philosopher is missing from its final resting place in Paris has created quite a commotion in literary circles, and steps have been taken to find it if possible and replace it in the Church of St. Germain-des-Près. Not that it matters very much after all these years, but out of respect for the honoured dead. Inquiries have been made in all directions; from one source it is alleged that when the bones of the great Frenchman were brought to France from Sweden—where he died—for burial, an individual whose name is withheld stole the skull. The mysterious thief, according to the same report, in turn sold it to someone equally as mysterious. Another version of the story is to the effect that the missing skull is in the Museum of the ancient University of Lund, in Sweden. A close examination of this skull by Professor Fredericks has established the fact that the skull in question is no other but that of a young man. Yet, it might well be that of Descartes, considering that he was only 54 when he died. Prof. Fredericks asserts that Berzelius, the great chemist, sent the real skull of Descartes to Cuvier, the famous naturalist, and that Berzelius obtained it by purchase at public auction. That said, Descartes' skull may be everywhere and nowhere at the same time. To continue searching for the "missing treasure" will hardly help those who are trying so hard to succeed in their laudable object.

A JOCKEY'S TRADE UNION.

The report that the stable lads and jockeys at Maisons-Laffitte contemplate founding a trade union for the protection of their interests has turned out to be, as anticipated, a *canard*, or a French say, or an invention. The news has now the less created a stir in sporting circles. The

proposed "Syndicat" is ridiculed by the former editor of "L'Intransigeant," M. Henri Rochefort—who it may not be generally known is a real Count and a born aristocrat. It is quite difficult enough at times, he remarks, to have confidence in the honesty of the racing fraternity, but the day the "syndicat" is formed, one will cease to believe in them at all. If, in fact, nothing is so difficult as to make a horse come in first, nothing is easier than to arrange that it shall not be placed. A bucket of cold water thrown over it just before the start will rob the finest animal of all its "faculties." To make sure that the horse on which you have placed your money will win the race, it is necessary, continues M. Rochefort, that you should have on your side the trainer, the proprietor, the head lad, the jockey, and sometimes also the bookmaker. Apparently, the horse is of very little importance.

PLAYWRIGHTS AND PROTECTION.

The Court of Appeal of the city has just delivered its judgment in a case of considerable importance—an appeal by a cinematograph maker against a judgment of the civil court deciding that the writer of the play is entitled to protection against its being presented on the cinematograph. The Appeal Court, however, decided that the value of the play lay in the perfection of style and the psychological analysis, two features which had no value from the point of view of the cinematograph exhibitor, whereas the plot itself was public property.

AN AUTHOR'S STATUS.

Though the popular author of "Mireille"—M. Frederic Mistral, who is now in his 82nd year, and is a Provençal—has no objection to his numerous admirers erecting a statue to him, he strongly objects to take part in the proceedings. To be present at the unveiling of his own statue next Whit-Sunday at Arles would be simply ridiculous. As a rule, it is only when a person is dead that a statue is erected to his memory; the case of Ibsen the celebrated Scandinavian was an exception to this rule. The statue will be inaugurated on the appointed day in the usual manner, without M. Mistral being present at the imposing ceremony. The old veteran novelist would no longer be able to walk about Arles without fancying that he heard the voice of the searmer saying: "There goes Mistral, who has descended from his pedestal."

CANINE POLICE AUXILIARIES.

The French police continue to speak most favourably of the services rendered to them by specially trained dogs. A few days ago President Fallières had the opportunity of judging for himself how true this assertion was, and how very valuable auxiliaries to the force these animals were. The special display organised for the benefit of the President was of a most interesting character, and the display was greatly enjoyed by the Head of the State, who followed every phase with the keenest interest. Refusal of food from a strange hand, jumping over walls 8 ft. high, keeping guard over valuables, keeping guard over a prisoner, pursuit of a fugitive, and an attack upon a man who defended himself with a revolver, were the principal scenes of the special exhibition held at Rambouillet—President Fallières' summer residence. In the last two items of the programme a member of the Neillie force acted the part of an *Apeche* or hooligan, having first clothed himself in wadded garments as a precaution against excess of zeal on the part of the dogs. Furiously they chased the pseudo-criminal round the enclosure, and pulled him down, even the discharge of a blank cartridge close to the dogs' muzzles failing to make them relax their hold.

FORTHCOMING FOOD CONGRESS.

The principal objects of the Food Congress to be held in Paris next October will be to define such methods as will prevent the fraudulent adulteration of food. There will also be sections devoted to chemical products, pharmaceutical preparations, mineral waters, and similar substances. In addition to these, there will be two principal sections in connection with the Congress, namely, the technical section and the industrial one, and it will be for the adherents of those two sections to define clearly what purity of the various substances discussed really means.

EQUINES V. AUTOMOBILES.

Since the development of the automobile industry, which includes, of course, electric trams, and the metropolitan railways, as well as automobiles and autobuses, in a period covering about ten years, the equine race in Paris alone diminished by nearly 15,000. In 1899, there were in this capital 93,652 horses and 288 automobiles; in 1901, 95,284 horses and 1,143 automobiles; in 1902, 91,976 horses and 1,673 automobiles, and so on, until in 1908 there were 79,460 horses and 7,214 motor vehicles. Horses are rapidly disappearing everywhere, at least for the time being. That their services will again be required sooner or later, because of being more trustworthy for one reason, is a certainty.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 30th at 11.55 a.m.—The depression is over S.E. Japan and about to move into the Pacific.

The barometer has risen quickly over W. Japan, and a slight to moderate rise has taken place also over the China coast and Tongking. It is inclined to fall over the Upper Yangtze.

The highest pressure is lying over the Pacific between the Philippines and the Bonins. Moderate to fresh S. monsoon may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S. winds, moderate or fresh; showery.
Formosa Channel	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Lamooka.	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Hainan.	Same as No. 1.

FRICTION BETWEEN THE CHINESE AND JAPANESE COURTS.

The Peking correspondent of the *New York Herald* cables the following message to his paper on May 22nd:—

Japanese resentment over the appointment of Prince Tsai Chen as special ambassador to thank Japan for sending a special envoy to the funeral of the late emperor presages possible friction between the two great oriental courts and serves to throw light upon the failure of Japan's most recent effort to secure a pre-dominant position at Peking.

The selection of Prince Fushimi, Japan's highest ranking imperial prince, was made with a view to insuring to Japan the foremost position in the ceremonies attendant upon the Imperial Government with the idea of making an impression upon the Chinese Government and people, also with the belief that Prince Fushimi, who is looked upon as a diplomatist of the type of King Edward, would succeed in winning the friendship of the Prince Regent and the Manchurian princes.

Knowledge that the mission failed at every point is revealed in the Japanese criticism of the selection of Prince Tsai Chen for the return mission. A number of blunders, contributing to that failure are freely admitted. While the Japanese here do not hold Prince Fushimi in the least responsible for these blunders, they charge the members of his suite with glaring mismanagement which resulted in giving offence to the Chinese Court, the diplomatic corps, and the whole Japanese colony of Peking.

Before his departure Prince Fushimi realised the mistake of cavalier treatment of the diplomatic corps, which was especially resented by General Palatin, the special envoy of Russia, and sought by special attention to make amends. No effort was, however, made to save the wounds of the unconsidered nationals of Japan.

The construction now placed by the Japanese upon the appointment of Prince Tsai Chen is, however, seems warrant for the assumption of those Japanese that the slight to Chinese princes have been clearly countered by the Prince Regent, and in a manner the Japanese government cannot afford to notice.

Numerous wounds were, according to these Japanese critics, administered to Chinese imperial and official *amour propre*. Among other things it is cited that invitations sent imperial princes to Prince Fushimi's dinner in their honour, which was expected to be an event of great value in cementing the two courts, were couched in the most formal terms, leaving not the signature of Prince Fushimi but only that of an under official. The wording and form of these invitations aroused considerable resentment among the Chinese princes and court nobles, Prince Kung, one of the foremost, sending his lack.

The Japanese construed it as evidence of the Prince Regent's displeasure over these alleged slights that he has selected Tsai Chen, a prince of comparatively low rank, instead of a prince of high rank like Prince Fushimi.

These critics, who have advised Tokyo Elder Statesmen of the situation, not only repeat Chen on account of rank, but charge that he was compelled, two years ago, to resign the Presidency of the Board of Commerce and all his other offices on account of charges by the conservative involving his moral character, based on the alleged misuse of his official power in securing an appointment as provincial governor for a relative of one of his concubines.

COPPER MINING IN CHINA.

RICH DEPOSITS DISCOVERED.

The British Consul at Kiukiang, in China, reporting on the trade of that district, states that the richness of Kan Chou in copper deposits and their very high value have been amply proved by the investigations of an expert mining engineer engaged by the Chinese provincial Government. The copper exists under most extraordinary conditions, probably resulting from an expansion of gases in the interior of the earth pushing the granite to the surface, and bringing with it masses of sulphur, which gradually evaporating, left the deposits of copper.

The hills where the copper is found, called Chang Pai Ling, have previously been unsuccessfully worked by Chinese mining engineers, who sank their shafts in the wrong places, apparently mistaking stone coloured by iron for copper. The ore veins in these hills are in some places 9 feet wide. The most important deposits are the low-grade ores, in which are embedded blocks of rich ore, the former being themselves embedded in barren stone. These blocks of rich ore are near the surface, indicating continuous veins at a depth of about 150 ft. The samples obtained contained 30 to 40 per cent. of copper. The Chinese engineers have reached a depth of about 75 ft., and with their present primitive methods they will not be able to go much deeper. They must therefore stop altogether or continue on modern scientific lines. If the mine were properly equipped with machinery to sink a shaft in the northern hill to a depth of 200 ft., and another in the northern conglomerate hill to a depth of 240 ft., it is practically certain, says the Consul, that both ore and natural copper would be found. The existing shafts prove that there is ore for 350 ft., carrying also some silver, and the deepest points show improvement. Metallic copper is found in paying quantities in the conglomerate hill, and the geological indications are that under this hill will be found the same vein with rich ore as is now mined in the shafts in the northern property. Proving the existence of the mineral ore vein under this conglomerate hill would show that the vein must continue for over 3,000 ft. from the shafts made by the Chinese engineers, and this would constitute a mine of great wealth.

SKINNING SNAKES ALIVE.

Recently we called attention to the fact that in Java snakes are flayed alive for the sake of their skins, which are exported to Europe for manufacture into portfolios, portmanteaux, book covers and even shoes. The *Jaya Bado* says that several firms there do a good business in this line. That journal made further inquiries which show that the Javanese are most expert in snake-hunting! The snakes are first disabled and then stretched between trees or posts, and skinned alive for trade purposes. The skins are dried in the sun, sorted out by length and colour, and sold to the exporters. The *Bado* says that one European firm at Batavia, which deals in snake leather, has set its face against the flaying alive system. It buys the reptiles alive, but kills them before flaying. The firm says that the new method does no harm to the skin in trade. The Javanese snake-hunters maintain that flaying alive is necessary to get the skin off easily and in good condition. —*Straits Times*.

ECZEMA BEYOND SPECIALIST'S AID

Said He Never Saw a Child's Head in Such a State—Lanced It but Did No Good—Body Covered, Too—Scratched Till Blood Ran—Grateful Mother Praises

CUTICURA'S COMPLETE AND ECONOMICAL CURE

"Cuticura is the only thing that cured my daughter when she had suffered with eczema for six months. She is now cured five years. It started with her ears and it spread all over her body. She used to scratch herself till the blood ran down her fingers. I tried everything for it but nothing did any good. We had spent pounds on her, first with one doctor then another. I took her to two doctors and they gave me ointment and lotions but still it went worse. I called a nurse in, one day to see what she thought about her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores. "The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before he lanced it. He gave us a lotion to dress it with but it did not cure her, for I was tired of seeing her with her head all bandaged up, as she was a complete mass of running sores.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 240 to 240,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co, Bankers, 3, Rue de la Bourse, PARIS (France).

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 2,875,000 0 0
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents

Hongkong, 21st July, 1908. [908]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, KING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A TACK & CO.

FURNITURE AND PHOTO-GOODS STORE.
26, DES VOUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "Zeiss", "Gorez", "Rosa" & "Aldis" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 963 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 63 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with the latest plants and appliances to undertake building or repairing ships, engines, and boilers, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805]

JAPANESE AIRSHIPS.

The correspondent of a London journal writing from Tokyo on May 17th gives the following account of Japanese progress in aeronautics.

Although, apparently, little public interest is taken in Japan regarding aeronautics generally, the Government is keenly alive to the possibilities of the airship, and a little excursion into such an untrodden path of human activity reveals the fact that secretly much work is being done of a character similar to the great efforts of Zeppelin and other experimenters with the dirigible balloon.

No practical work is being done with the aeroplane, the usefulness of which is doubted in comparison with the possibilities of the dirigible type, but the progress made in all branches of aviation is being watched very closely and recorded in the archives of the Department concerned.

For this purpose a corps of translators is employed by the Japanese Government, and every important article on the subject of aviation appearing in European and American journals is duly translated and docketed for future use.

The principal inventor for the Government is a private citizen, a civilian, of whom a good deal may be heard in the future. He has just patented the Yamada Kikui, an airship for which advantages are claimed.

Mr. Isaburo Yamada is a man of forty-seven, short and thickset, with the typical Oriental eye, expressionless except to a close observer, and short-cropped hair.

In a small, Dickensian sort of house in Tokyo, crowded in among others, with a tramway in front and a railway at the rear, in the midst of all sorts of noises, Mr. Yamada works out his intricate calculations untroubled, with the plans of his airship before him, and with a third invention of which he talks little.

The leading idea in Mr. Yamada's invention seems simple enough. It has an ordinary deep-lead balloon, length thirty-five metres, and holding 2,000 cubic feet of gas, towed by a gasoline motor of 50-h.p. suspended from the bow or head of the balloon.

The inventor claims that the shape of the balloon gives it an advantage over the Zeppelin type in navigating a strong wind. It is better able to resist a wind and yet go in any direction by means of the motor, suspended fifty feet below, whose propeller is capable of six hundred revolutions a minute.

One man is seated in the motor-boat, in telephonic communication with the commander and others, while in the basket immediately below the balloon is the man in charge of ammunition, who drops his shells through a hole in the bottom of the basket.

The commander and engineer are in the basket to the rear, having with them a compass and an instrument to measure the velocity of the wind.

There are two compartments in the balloon, the top containing hydrogen, and the bottom compartment, which will be seen outlined in the plan, air, which enters through the funnel underneath the bow and is let out through the smaller funnel at the stern.

Mr. Yamada explains that, while this is a German idea, as far as he is concerned the idea is original as applied to balloons. But it is a very old one in Japan. For hundreds of years May 5 has been the date of the Boys' Festival (Dango no Sekku), and on this day large paper or cotton fish (carp) float suspended from bamboo poles, like flags.

The mouth of the carp, through which air enters, is large, the large body or balloon is inflated and floats in the wind, the air finding an exit through the smaller hole at the tail.

This idea is exemplified in the plan of Mr. Yamada's balloon, and he claims that it was the floating carp which suggested it. Two other features of the plan are the valves on the roof of the balloon.

The safety valve is on the right, while the one to the left is the escape valve to enable the balloon to descend.

The projection at the rear is the rudder, the shape of which is seen more clearly in the accompanying photograph, representing the identical balloon which did effective reconnaissance work at Port Arthur. In a few months it is hoped the first trial in the air will be made.

The Yamada Kikui, as it is now registered in the Patent Office of Tokyo, is the first of fifteen years' study, but is not a first invention. Years ago Mr. Yamada turned out a collapsible boat, the hull of which was of the material used in the balloon bag. At that time he was ordered by the War Department to produce a material best suited for balloons, and the result is now in use in the Balloon Corps of the Army. It consists of an outside layer of silk with rubber between.

Beyond studying the best balloon material, Mr. Yamada has also been engaged in investigations for the Government with the object of producing rubber.

The composite material that Mr. Yamada has evolved will be used for the "Kikui," now under construction in an outlying district, which will be finished in three months.

Altogether Mr. Yamada has devoted fifteen years of his life to the study of aeronautics, and when he secured his patent in February last the Emperor at the same time conferred upon the inventor the Sixth Class of the Order of the Rising Sun.

Simultaneously with the completion of his airship the inventor perfected a small engine of war, whose object is the destruction of what has already been accomplished after so much labour.

A balloon is an easy thing to set afloat if you can drop fire upon it. This is what the new destroyer will do, but Mr. Yamada was reluctant on the subject, and not so ready to oblige the inquiring foreigner as when talking about his airship.

A sketch plan of the invention, however, showed a mass of brilliant starlike fire falling upon an airship.

Above the falling fire the small destroyer was seen, having reached the apex of its course from the camp, whence it had been discharged.

Assuming that a hostile vessel has arrived over the Japanese camp at an altitude, say, of a thousand metres, the destroyer is sent up like a sky-rocket, timed to discharge its fire at a certain moment, when the vessel is immediately above the airship. It then bursts and spreads jets of fire a thousand metres in extent.

The fire falls, enveloping the airship, and continues alive till within five hundred metres of the ground, when it exhausts itself.

Another type of the destroyer is fitted with steering gear, such as is seen on the torpedo, and is designed to ascend diagonally in order to attack an approaching vessel. Each of these types, it should be noted, after discharging its fire, is designed to return to the sender, but at some distance from the point of despatch.

There can be no exaggerating the difficulties Mr. Yamada has encountered in trying to overcome the effects of varying and eccentric currents of wind at different altitudes.

At least, there is no doubt of these difficulties being uppermost in his mind, and his efforts to overcome them have led to an invention, duly

planned in blue and white, but which is as yet a secret.

With this theory in working shape Mr. Yamada hopes to be able to defy the destroyer, and to do what is more creditable still in his opinion, conquer the air, so that ships will not be at the mercy of every wind that blows.

What reference was made to European and American activity in aeronautics showed Mr. Yamada to be well acquainted with the most discussed questions of the subject.

His source of information is the translators' bureau referred to at the beginning of this article, where he says he can read in his own language everything that is written upon the subject in Europe.

He does not regard the future of the aeroplane with enthusiasm, nor does he think the development of the airship as a means of commerce very hopeful.

Between the application for and the grant of the patent for the Yamada Kikui nearly three years elapsed, but because of certain secret official investigations it was considered premature to give the invention the publicity conferred by the Patent Office.

The delay shows the interest taken in the whole subject by the Japanese Government.

During the war Japan made much more effective use of balloons than the Russians did, and by the time of the next war it is probable Japan will be as well furnished in respect of airships as any European Power.

J. N. PERKINSON.

THE COTTON INDUSTRY.

PROGRESS IN INDIA.

A correspondent writes as follows to the Times:—The largest factory industry in India, as in England, is the cotton industry, and in spite of trade depression and the cotton excise duties, its progress is remarkable. The extent of the progress can best be realized by an examination of the following official statistics, showing the increase in the number of mills, spindles, looms and employees, and in the amount of nominal capital invested during the last quarter of a century.

It will be observed that since 1882-3 the mills have increased by 566 per cent, while the capital is three times as great, and the employees are four times as numerous. It is especially important to note, as indicating the trend of the industry, that looms have increased by over 440 per cent. as compared with an increase of 348 per cent. in spindles. During the 20 years ended 1902-3 looms increased by 28,600, but during the subsequent five years they increased by no less than 23,000. At the end of 1907-8 there were 98 mills used exclusively for spinning and 13 for weaving, while in 116 mills the spinning and weaving were carried on. The corresponding numbers five years ago were 113, 4, and 84 respectively. It is clear, then, that the vicissitudes experienced in the foreign markets for yarn have induced the mill-owners to use more of their yarn for weaving cloth, and this policy has been strengthened by the swadeshi movement.

The Bombay Presidency continues to be the great centre of the industry. It contains 161 mills, or 71 per cent. of the total, and these mills possess 71 per cent. of all the spindles and 80 per cent. of all the looms. Although Bombay city still has the largest number of mills, the most remarkable feature is the growth of the industry in Ahmedabad, where there were 50 mills in 1907-8 as compared with 42 in 1906-7 and 32 in 1902-3. As to the amount of nominal capital, £13,160,000, there is some doubt, as an estimate has to be made of the capital invested in certain of the mills belonging to private proprietors. But it is worth noting that less than £1,000,000 of the total is sterling capital, for this fact signifies that by far the greater part of the business is in the hands of Indians.

PRODUCTION OF YARN.

During the last seven years the annual output of cotton yarn has always exceeded 555 million pounds, the maximum production being 655 million pounds in 1905-6, when the trade was stimulated by plentiful supplies of raw material and by generally favourable conditions in the Chinese market. Subsequently, however, the accumulation of stocks and fluctuations in the Chinese exchange began to react on the Indian mills, and production declined to 631 million and 614 million pounds in 1906-7 and 1907-8 respectively. The latest returns, for the 10 months to January, 1909, show some improvement. The production of yarn of counts above No. 25 has continued to increase, and amounted in 1907-8 to 57 million pounds, or over 9 per cent. of the total yarn production. Five years ago the proportion was only 6 per cent. The spinning of the higher counts is chiefly in Bombay Presidency, where it represents 11 per cent. of the yarn output. By using Egyptian and other imported cotton the Bombay mills now spin an appreciable quantity of No. 40 and upwards, the amount in 1907-8 being 93 million pounds. But though Indian mills have, during the last few years, tended to produce more yarn of higher counts, the imports have not been unsatisfactory. In 1907-8 they were equivalent to 51 per cent. of the Indian production, but 3 million pounds (or 93 per cent. of the total) were of counts over No. 25.

In turning to the production of woven goods it is found that progress is more rapid and continuous. In 1907-8 the production amounted to 181 million pounds, as compared with 117 million pounds five years earlier, the proportion of grey or unbleached goods remains at about 81 per cent. of the total. In 1907-8 there was an increase of 16 per cent. over the production of 1906-7. Most of the weaving is done in the Bombay mills, which manufactured 85 per cent. of all the cloth. The most important descriptions of grey goods are shirtings and lung-cloths, dhoties, T-cloths, domestics and sheetings, and chadars. The home production of unbleached goods is now equal to about one-third of the imports of these goods.

During 1907-8 the industry was affected not only by a disorganization of trade in the Far East, but also by a restriction of the purchasing power of the people resulting from a widespread shortage of crops in India, to say nothing of the world-wide depression of trade which operated to hinder industries of all kinds. These unfavourable influences persisted in 1908-9, and the stocks of yarn at the close of the year were considerable.

ENCOURAGING OUTLOOK.

Nevertheless, the year's business was not without redeeming features. Before 1908-9 ended the stocks of yarn in China had materially declined, and exports from India revived. Moreover, harvest prospects in India were bright, and 1909-10 promises to be a good year. It is probable that the year has been a falling-off in the recently developed trade with Europe in yarns, due to the failure of Indian yarns to come up to the European standard of reeling and count. But it is to be hoped that compensation will be found in the increasing strength of the Chinese market, where the extension of railways should expand the sales of Indian yarns. That there need be no despair of the future of Indian cotton industry is evident from figures recently published by the Director-General of Commercial Intelligence in India,

which show that the percentage of the market value of cotton shares in India, to their face value in 1908-9 was 121.8, as against 100 in the prosperous year 1905-6, although the rate of dividend on ordinary shares had fallen from 6.7 to 5.7 per cent.

An Indian miller relies almost wholly on the home production of raw cotton, it should be noted that the estimated output for the 1908-9 season is greater by 17 per cent. than that for 1907-8. It has been calculated by an expert that of the 1907-8 crop about 42 per cent. was consumed by the mills and 16 per cent. by the domestic spinners, leaving 42 per cent. for exportation.

JAPANESE BANKING AND IMPROVED CONDITIONS.

Sir Westoby Percival, K.C.V.G., presided at the ordinary general meeting of the Anglo-Japanese Bank (Limited), and stated that the report submitted offered a pleasing prospect to the two which had preceded it. Their first report, he said, showed a loss on the first year's working of £2,725; the second report, which covered a period of fifteen months, showed a profit of £500; whereas this year they showed a profit of £10,900. That was a very marked improvement, and he ventured to think it would be regarded by the shareholders as satisfactory. There was one paragraph in the report about which they would desire some information, and that was the statement as to the closing of the Shanghai Agency.

No significance need be attached to that. The Agency had given them a fair return on the capital employed, and any possible loss in exchange in transferring their money from China had been covered. From the real profits of the year they had to deduct the debit balance of the preceding year, amounting to £1,923, and they had therefore a total balance of £29,775 to deal with. The directors recommended that the whole of that amount should be carried forward and dealt with next year. Although the amount was sufficient to pay a 3 per cent. dividend on the subscribed capital they believed that the sound and prudent course to follow was to make no distribution this year. Their chief reason for that was that they desired when commencing to make distributions of profit, at the same time to begin to write off the preliminary expenses account. (Hear, hear.) It would be unreasonable, he thought, to expect shareholders to wait for a distribution until these preliminary expenses were all written off, but it was obvious that this year they were not in a position to materially reduce the preliminary expenses account, and at the same time pay a dividend. For that reason they felt it better to carry forward the whole of the profits of the year, and it would be time enough next year to consider how they should be dealt with, and to arrive at some basis for the shareholders and fair to the bank for gradually extinguishing the preliminary expenses account. He was well aware that some few shareholders expected a dividend this year, but in view of the unfortunate time at which the bank started he thought their expectation of a dividend was too sanguine. Few banks which had aimed at firmly establishing a business rather than the making of immediate profits, succeeded in arriving at a dividend paying point during the early years of their existence, and in their own case they had had exceptional difficulties. They commenced business in Japan at a time when speculation was rife, and when it was most difficult to do business on safe lines. The unstable state of things in Japan had happily passed. The commercial classes had learnt their lesson and had profited by it, and now better conditions prevailed and business was forthcoming which was both sound and profitable, and they had no reason for doubting that they would continue to do an increasing and profitable business. It must not be forgotten, however, that with this improvement, and the restoration of confidence, the rates of interest had fallen, and that was a factor which had to be faced by investors, but a factor which would not doubtless prevail, the expansion of business which cheaper money produced would, it was hoped, prove a compensation.

A brief discussion followed, in the course of which regret was expressed that the company was not yet paying a dividend, but after a reply from the Chairman, in which he said that he hoped they might be able to give some return to the shareholders before very long, the report was adopted.

OPIMUM SMOKING IN INDIA.

We fancy that if an exhaustive enquiry were made from every native of India who smokes opium, evidences very similar to that before the Straits Settlements Commission would be obtained. Of the many natives, for example, who regularly frequent the opium dens in Bombay the great majority would be found not to have been sensibly degraded by the habit, and a great many of them would certainly be unable to face the buffets of ill-fortunes were it not the solace of the nightly pipe. We remember hearing of one old man who claimed that he had smoked opium for 40 years, and that he was as hale and hearty as a day. Out of this he purchased one good meal for about four annas, spent two annas on his nightly smoke, and placed the balance aside for the future. "Had I not come here evening after evening to smoke and sleep," he remarked, "I should have perished long ago, and at the same time I should have lost the readiness to go forth every morning and work which is engendered by a peaceful night's sleep." Another point upon which the Bombay opium-smoker lays rightly or wrongly much stress is that the percentage of regular smokers who have been attacked by or succumbed to plague is very small indeed, and that this immunity from a disease which has penetrated every quarter of the city is due to the hidden virtues of the drug. This is a contention which should not perhaps be accepted without a regular enquiry; but it is firmly upheld by the devotees of "the black smoke," and may contain a germ of truth. Another point to which the Commission draw attention is that prohibitive legislation, even if it could achieve success without an international agreement to stop the growth of the poppy, would most assuredly lead firstly to smuggling and secondly to the adoption by the population of substitutes such as morphia, which are far more deleterious in their effects than opium. We in India have some knowledge of the avid manner in which certain classes of the population have taken to the consumption of cocaine and of the evil consequences of that habit; and it is perhaps not going too far to say that if opium-smoking in accordance with the dictates of Eastern habits were absolutely prohibited here, the difficulties and dangers already attendant upon the craving for cocaine and similar drugs would be very materially increased. As the Commission has pointed out, the ordinary man must indulge in something; and of the various forms of indulgence now prevalent throughout the world opium-smoking is on the whole perhaps less harmful than any except tobacco-smoking.—Bombay Gazette.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 25th June, 1909. [894]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 a.m. All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo. Ex. S.S. "SACHSEN" from Smyrna via Naples. Ex. S.S. "CANOTO" Catania via Port Said.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th June, 1909. [5]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Comd. C. T. Fuller, Weihaiwei.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain P. E. C. Egan, Weihaiwei.
Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.
Briarmont, gunboat, 710 tons, 900 h.p., Lieut. Comdr. P. B. Noble, Weihaiwei.
Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.
Chio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.
Havily, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Headcote, Hongkong.
Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monrose, Weihaiwei.
Jarus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Headcote, Hongkong.
Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux, Weihaiwei.
King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambyn, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p., Capt. L. Clinton-Baker, Weihaiwei.
Kinsh, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyons, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. F. H. Walter, Borneo.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.
Moonrhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p. Lieut. Comdr. R. S. Roy, R.N., Yangtze.
Otter, torpedo-boat destroyer, 355 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickle, West River.
Saipa, river gunboat, 85 tons, 2 guns 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.R.	10 A.M., 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	2 P.M., 1st July	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHEU"	On 1st July, 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 2nd July, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"HUICHOW"	On 2nd July, 4 P.M.
CEBU and ILOILO	"IOHANG"	On 3rd July, Noon.
HOIHOW and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, D'light
MANILA	"TAMING"	On 12th July, 3 P.M.

MAINTAIN ZAMBONGA,
THURSDAY ISLAND, COOK-
TOWN, CAIBENS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transhipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHEU," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

HONGKONG, 1st July, 1909

BUTTERFIELD & SWIRE,

AGENTS.

11

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light, Perfect Cuisine. SURGEON and STEWARDSSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

[14]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY & FOOCHOW.	FRIDAY, 2nd July, at 2 P.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 4th July, at Noon.
"HAIKUN" Capt. J. S. Rosch	SWATOW, AMOY & FOOCHOW.	TUESDAY, 6th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLACK PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st July, 1909.

[10]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"FOOSHING"	Sunday, 4th July, D'light
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
TIENTSIN via WEIHAI and CALCUTTA	"CHIPSING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG and COLOMBO	"HINSANG"	Wednesday, 7th July, 3 P.M.
KOBE and YOKOHAMA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MANILA	"CHUNSANG"	Sunday, 11th July, D'light

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOSHING" leave about every 3 weeks for Shanghai and Yokohama returning to Hongkong, providing a stay of 6 days in Japan. Passengers are carried on the steamers at Yokohama and rejoin at Kobe. A duly qualified surgeon is also carried. Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 30th June, 1909.

[16]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

6

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen.	6500	WED'DAY, 7th July, at Daylight
VICTORIA, R.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	KAWACHI MARU Capt. H. Peterson.	6500	WED'DAY, 21st July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa.	8000	TUESDAY, 6th July, at 4 P.M.
SHANGHAI and KOBE	AKI MARU Capt. K. Sato.	7000	TUESDAY, 20th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Matheson.	6000	FRIDAY, 9th July, at Noon.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine.	5000	FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	TOWAMI MARU Capt. R. Smith.	4000	THURSDAY, 1st July, at Noon.
SHANGHAI and KOBE	YAWATA MARU Capt. T. Sekine.	5000	WED'DAY, 7th July, at Noon.
KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler.	6500	FRIDAY, 9th July, at 5 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	ATSUTA MARU Capt. M. Winkler.	5000	TUESDAY, 13th July, at 5 P.M.
	YOKOHAMA	9000	FRIDAY, 30th July, at 5 P.M.

Fitted with New System of Wireless Telegraphy.

1 Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU (Capt. A. E. MOSS) - About Wed. 25th August.

ATSUTA MARU (Capt. W. M. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

[13-95]

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:		
S.S. SLAVONIA	2nd July
S.S. ANDALUSIA	13th July
S.S. SAXONIA	20th July
S.S. DORTMUND	26th July
S.S. SPEZIA	13th Aug
S.S. C. FERD. LAETZ	17th Aug

Further Particulars, apply to—

HONGKONG, 3th June, 1909.

HOMEWARD.

FOR ANTWERP, ROTTERDAM & HAMBURG:		
S.S. SITHONIA	...	1st July
FOR HAVRE, BREMEN & HAMBURG:		
S.S. SCANDIA	...	6th July
FOR ROTTERDAM, MARSEILLES & HAMBURG:		
S.S. ISTRIA	...	20th July
FOR HAVRE & HAMBURG:		
S.S. BRASILIA	...	20th July
FOR HAVRE, ROTTERDAM, BREMEN,		
HAMBURG:		
S.S. SEGOVIA	...	4th August

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

12

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—16, DES VIGUE ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. Yamamoto.	6178	SATURDAY, 3rd July.
	"FITZPATRICK" Capt. H. Nishiyama.	4416	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. K. Suoi.	6178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU" Capt. Y. Fuzuno.	THURSDAY, 1st July, at 10 A.M.
TAMSAI via SWATOW	"DAIGI MARU" Capt. H. Nishiyama.	SUNDAY, 4th July, at 10 A.M.
ANPING via SWATOW, & AMOY	"SOSHI MARU" Capt. K. Suoi.	WED'DAY, 7th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

877]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at 5 P.M.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

[462]

SHIPPING IN PORT.

STEAMERS.

AMHUI, British str., 1350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.

BANBI MARU, Japanese str., 2368, J. Yamazaki, 29th June—Moji 23rd June, Coal—Mitsui Bussan Kaisha.

BUJUN MARU, Japanese str., 1818, Y. Fuzuno, 27th June—Shanghai 20th June, General—Osaka Shosen Kaisha.

CART DIERDORCHSEN, German str., 774, T. Kayser, 29th June—Haiphong and Hoihow 27th June, General—Jensen & Co.

CAMPBELL, British str., 2055, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosine—Standard Oil Co.

CHANGCHOW, British str., 1202, A. Partridge, 24th June—Chinwangtao 18th June, Coal—Butterfield & Swire.

CHIRILL, British str., 1143, Warrack, 26th June—Hollo 15th and Cebu 21st June, Sugar—Butterfield & Swire.

CHINHUA, British str., 1248, A. Harris, 28th June—Shanghai 24th June, General—Butterfield & Swire.

DREWENT, British str., 1562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Est.

DEVATONGER, Ger str., 1057, Fr. Rohwaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.

DRUPAR, Norwegian str., 1102, J. Bing, 21st June—Swatow 20th June—Hamburg—Amerika Linie.

EMPEROR OF CHINA, British str., 3046, W. Dawson, R.N.R., 24th June—Vancouver 3rd June, General—C. P. E. Co.

FOOSHING, British str., 1423, T. Lishman, 25th June—Ta-Ching-Ho 18th June, Salt—Jardine, Matheson & Co.

FREE, Norwegian str., 110, C. S. Christensen, 25th June—Bangkok 18th June, Rice—Chinese.

FRITHJOF, Norwegian str., 892, O. Andersen, 20th June—Wuhu 15th June, Rice—Aagaard Thoresen & Co.

GERMANIA, German str., 1000, H. Flugel, 17th June—Sydney 27th April, Copra—Siemssen & Co.

HAILAN, French str., 377, O. A. Hoeg, 27th June—Hoihow 25th June, General—A. R. Marty.

HANGCHOW, British str., 999, Mawley, 17th June—Chinking 11th June, General—Butterfield & Swire.

HANGSANG, British str., 1356, S. Wilde, 28th June—Shanghai and Swatow 27th June, General—Jardine, Matheson & Co.

HILARY, German str., 2032, R. Hastje, 27th June—Swatow 26th June, Ballast—Sander, Wier & Co.

HINBANG, British str., 1536, Smith, 26th June—Moji 20th June, Coal—Jardine, Matheson & Co.

HOPANG, British str., 1359, Jas. M. Hay, 22nd June—Java 14th June, Sugar—Jardine, Matheson & Co.

HUICHOW, British str., 1217, E. Forsyth, 25th June—Swatow 24th June, General—Butterfield & Swire.

CHANG, British str., 1228, Tuebben, 25th June—Chefoo, General Butterfield & Swire.

TSUKUBAKURA MARU, Japanese str., 5382, S. Iwano, 24th June—Chinwangtao 17th June, Coal—Osaka Shosen Kaisha.

June—Saigon 18th June, Rice—Wo Fat Sing.

LIGHTNING, British str., 1625, A. F. Gentles, 22nd June—Singapore 16th June, General—David Sassoon & Co.

MACHEW, German str., 996, K. Zöllner, 26th June—Bangkok and Swatow 25th June, Rice—Butterfield & Swire.

MANSHU MARU, Japanese str., 3254, T. Chiba, 26th June—Moji 19th June, Coal—Toyo Kisen Kaisha.

MALIBU KING, Russian str., 2474, E. Stringer, 25th June—Chinwangtao 18th June, Coal—C. M. & Eng. Co.

NAMSANG, British str., 2591, P. M. B. Lake, 28th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.

NEUMANTIA, German str., 4384, Fleetman, 14th June—Moji 8th June, Coal—Hamburg-Amerika Linie.

NIPPON, Swedish str., 4016, C. A. Paulsen, 23rd June—Yokohama, Kobe and Moji 18th June, General—Melchers & Co.

NIPPON MARU, Japanese str., 3452, W. E. Filmer, 29th June—San Francisco via Ports 1st June, Mails and General—Toyo Kisen Kaisha.

OCEANO, British str., 3050, F. W. Davies, 27th June—Manila 24th June, General—Dodwell & Co.

PHRANANO, German str., 1121, Fr. von Hongkowitz, 28th June—Hoihow 27th June, Rice—Butterfield & Swire.

QUIN, German str., 987, T. Frahm, 26th June—Wakamatsu 20th June, Coal—Siemssen & Co.

RAJASUBI, German str., 1189, H. Bremer, 25th June—Bangkok 18th June, Rice—Melchers & Co.

SILVIA, German str., 3575, Porzellius, 26th June—Foochow 24th June, Tea and General—Hamburg-Amerika Linie.

SIMORGAN, Dutch str., 1202, H. Vos, 29th June—tamarang 14th June, Sugar—Chinese.

SPIB, Norwegian str., 870, W. Horn, 24th June—Wuhu 16th June, Rice—Aagaard Thoresen & Co.

TACOMA MARU, Japanese steamer, 3630, H. Yamamoto, 18th June—Kobe 10th and Moji 14th June, Matches and General—Osaka Shosen Kaisha.

TAIKOSAN MARU, Japanese str., 2935, Fukui, 28th June—Milke 22nd June, Coal—Mitsui Bussan Kaisha.

TAIWAN, British str., 1042, Everett, 22nd June—Chefoo 17th June, General—Wing Shing & Co.

TANGO MARU, Japanese str., 4627, S. Ishikawa, 22nd June—Seattle and Shanghai 19th June, General Nippon Yusen Kaisha.

TSJANAS, Dutch str., 2444, A. Pander, 26th June—Swatow 25th June, General—Java-China-Japan Lijn.

YATSHING, British str., 1424, M. Courtney, 26th June—Chinwangtao 20th June, Coal—Jardine, Matheson & Co.

YUENSHANG, British str., 1123, P. H. Hurler, 28th June—Manila 25th June, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1625, Rodgers, 28th June—Manila 26th June, General—Shevan Tomes & Co.

